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prises: One, lectures; two, clinical instruction; three, instructions in special clinical methods; four, practical work and demonstrations on the parasitology, bacteriology, and pathology of tropical diseases.

One hundred and seventy six cases of tropical diseases were treated in the special ward of the Royal Southern Hospital during the year; 152 of these were cases of malarial fever, the remainder being divided among Malta fever, beriberi, dysentery, abscess of the liver, scurvy, and bilhaizia disease. Especial attention was paid during the year to the subject of malaria and an expedition was sent to the west coast of Africa to investigate the habits and life history of the "man-eating" mosquito in relation to its conveyance of the malarial organism. A report of the work of the expedition edited by Major Ross will shortly appear. The attendance at the school during the present year warrants the opinion that the course is proving of recognized value to men preparing for service in the tropics.

Respectfully,

H. S. MATHEWSON,  
*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

*Reports from Southampton.*

SOUTHAMPTON, ENGLAND, *March 9, 1900.*

SIR: I have the honor to report the following facts concerning the shipping of this port and its various lines which, as it has a direct bearing on the work we are directed to perform, may be of interest.

The following lines for foreign ports have ships that enter and clear here each week: The American, Royal Mail, Union, Castle, and North d. Lloyd; while it is a port of call each week for the Hamburg American and North German Lloyd also.

In addition to these foreign lines there are 6 minor, or local, lines that run daily, or on alternate days, to the following ports: Havre, St. Malo, Cherbourg, Jersey, Guernsey, and Isle of Wight.

The foreign lines have the following objective points:

The American Line ships leave each Saturday, bound for New York, but call at Cherbourg for passengers, and I am reliably informed that at this point they receive all classes of passengers, immigrants as well as first and second class.

The Royal Mail Line has 2 routes, 1 the Brazil and River Plata, via Spain and Portugal, and the other the West Indies Route to Barbados and Central America. In the former, the South American Route, the ships leave Southampton every alternate Friday with passengers, mails, and cargo. The ports of call are Cherbourg, Corunna, Vigo, Lisbon, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Montevideo, and Buenos Ayres. A ship is also dispatched over this route every fourth Saturday which carries both cargo and passengers, first and third class, and in addition to calling at the other ports mentioned, begins the voyage by stopping first at Oporto. Concerning the ports of call of this route, and their condition, comment is unnecessary. In the other route of this line, the West Indian, the steamers are dispatched from Southampton every alternate Wednesday. They carry passengers and cargo direct to Barbados, whence branch steamers proceed to almost all the Central American and West Indian ports. These ships when in dock here are never more than 200 feet from those of the American Line.

The Union and Castle Lines, it is said, will soon unite into one company, but at present this has not been done. The Union Line ships

leave Southampton every Saturday for Cape Town, South Africa, calling at Madeira and Teneriffe, and then go on to Mossel Bay, Port Elizabeth, East London, Durban, Delagoa Bay, and Beira. Every fourth ship on both the outward and homeward voyage calls at Lisbon. This is the worst feature of the route so far, but to day it is reported here that there is one case of plague on a transport in Table Bay (Cape Town).

The Castle Line has the same objective points in South Africa as the Union Line, and leaves Southampton on almost the same dates, but it has connections from the east coast of Africa on to Aden and the city of Bombay.

As mentioned in my letter of January 26, the North German Lloyd Company will at an early date put into operation a new line, designed especially for passengers, and having the same objective points as the American Line, viz, New York and Southampton, but calling both ways at Cherbourg for passengers.

In addition to these, Southampton is a port of call for both the North German Lloyd and the Hamburg-American Line ships en route to New York from their respective European ports.

\* \* \* \* \*

England has a notification act, passed in 1889, and adopted immediately by this borough, which enacted that every practitioner in attendance upon a person suffering from smallpox, cholera, diphtheria, membranous croup, erysipelas, scarlet fever, or typhoid fever should notify the existence of the same to the medical officer of health. I inclose a table, compiled from statistics obtained from the office of the health officer, which shows how many cases of each have occurred from 1892 to 1899 inclusive. From this it will be seen that there was in 1893 a considerable outbreak of smallpox in the city. Till then there were no adequate hospital, or other provisions, for isolation. The act brought all these cases, as well as the hospital deficiency, prominently before the council, and the immediate result of the outbreak was the putting into commission of a floating hospital, anchored in the stream at the head of the bay, to which all cases, imported or domestic, are at once transferred. Since 1893 almost every case recorded has been imported, and that no epidemic has occurred is due solely to the prompt use of the hospital mentioned above and further to the disinfection of the ships or the infected quarters when they bring in these cases. This is done by the medical officer of the port. In the limited number of opportunities I have had to observe it, the method has been as follows: The bedding is burned, the quarters are disinfected with sulphur fumes, generated either by burning or by the evaporation of  $\text{SO}_2$  from the liquid, after which the walls are scrubbed with a strong solution of carbolic acid. Formaldehyd is not used at all; indeed, does not seem to be known.

The smallpox epidemic of 1893, however, was farther reaching in its results than this. The need of proper hospitals for isolation once before the people, a movement was inaugurated for building a modern and well-equipped institution, on the pavilion plan, for the reception of all the infectious diseases; and in February, through the courtesy of the mayor and the medical officer of health, I attended the opening ceremonies of a thoroughly modern hospital that has already been used for cases of measles, scarlet fever, typhoid, and diphtheria.

Respectfully,

W. C. HOBODY,  
*Assistant Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine Hospital Service.*

[Inclosure.]

*Cases reported.*

Diseases.	Years—							
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Smallpox.....	37	125	17	6	9	7	17	0
Cholera.....	0	1	0	0	0	0	0	0
Diphtheria.....	10	51	39	39	50	53	145	190
Membranous croup.....	3	2	1	3	6	2	4	4
Erysipelas.....	40	109	63	53	82	53	41	76
Scarlet fever.....	54	97	79	352	906	235	256	294
Typhoid fever.....	82	107	78	59	79	68	169	188

SOUTHAMPTON, ENGLAND, *March 12, 1900.*

SIR: I have the honor to report that the following vessel was inspected at this port during the week ended March 10, 1900: Wednesday, March 7, steamship *Lahn*, of the North German Lloyd Line, bound for New York with passengers and cargo. There were inspected and passed 18 steerage and 30 cabin passengers and 4 large and 19 small pieces of luggage. Owing to dry-dock preparations for the summer schedule, the American Line had no ship sailing on Saturday.

Respectfully,

W. C. HOBODY,

*Assistant Surgeon, U. S. M. H. S.*The SURGEON GENERAL, *U. S. Marine-Hospital Service.*

## FRANCE.

*Report from Havre.*HAVRE, FRANCE, *March 12, 1900.*

SIR: I have the honor to report that the steamship *La Gascogne* sailed from this port on March 10 bound for New York with 725 passengers, of whom 634 were third class. All were inspected as usual, and baggage was inspected or disinfected; 43 rolls of bedding and 47 pieces of ordinary baggage were steamed.

At the time of inspection an Italian boy of 17, one Milo Becix, from Modane, was found to have a temperature of 39°, rapid pulse (110), and coated tongue. No other symptoms were evident and the boy claimed he was not ill. It is probable that this is a case of simple fever of malarial origin as he came direct from a location presumably free from contagious diseases. However, I consider it best to advise refusal of his passage and to have him sent to a hospital where any developments could be observed.

Respectfully,

S. B. GRUBBS,

*Assistant Surgeon, U. S. M. H. S.*The SURGEON GENERAL, *U. S. Marine-Hospital Service.**Report from Marseilles.*MARSEILLES, FRANCE, *March 13, 1900.*

SIR: I have the honor to submit the following report for the week ended March 10, 1900: Only 1 vessel was cleared during the week, bound for Santiago with a cargo of tiles and window glass. There have been no other transactions worthy of mention.

Respectfully,

G. M. CORPUT,

*Assistant Surgeon, U. S. M. H. S.*The SURGEON GENERAL, *U. S. Marine-Hospital Service.*